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WAR FOOD ADMINISTRATION  
Office of Marketing Services  
Washington, D. C.

May 1945

(v)  
Refrigerator Car Situation

Since our August, 1944 report on refrigerator car requirements there has been a chronic shortage of this equipment and serious difficulties have repeatedly developed. Currently, the refrigerator car situation is tight in Mississippi, Louisiana, Texas, California and Arizona, and it threatens to become critical in the far western States mentioned at an early date. The demand for refrigerator cars to move California and Arizona perishables east in June is estimated to reach a minimum of 55,000. This means an average of 1,833 cars will be needed in these States daily throughout that month. During April, the last month for which data are available, 11,999 refrigerator cars moved west under ICC Service Order 104, and 12,536 empties moved to the same territory, for a total of 24,535 1 cars, or a daily average of 818. In addition, some 300 refrigerator car loads of perishables moved to this area daily, which meant that a daily supply of approximately 1,100 cars was available for the movement of perishables from California and Arizona in that month. On the basis of the June estimate, the car supply will have to be increased more than 60 percent, or 700 cars daily, over April to meet the demand. This is probably impossible, and it means that a very critical refrigerator car situation again threatens in June.

During the refrigerator car shortage the Interstate Commerce Commission has continued its policy of issuing orders and permits to alleviate the most critical situations as they have arisen, but for three brief periods during January and February these efforts did not adequately meet the emergencies, and general embargoes were imposed. The recurring difficulties have required constant attention, as indicated by the fact that since February 20, 1942 the Commission has issued 137 orders, 117 amendments to the orders, 72 general permits, and 1,105 special permits touching upon the movement of perishable commodities, the disposition and use of refrigerator cars, and the icing of such cars.

The dearth of refrigerator cars in recent months is attributable to the manpower shortage, reduced number of cars in the fleet, aging and increased time required for repairs, the inadequate and retarded building program, the diversion of traffic from trucks to rails, and the unusually severe weather.

Manpower

While the number of railroad employees has increased slightly in recent months, the quality and skill of the force has declined, due to separations of experienced workmen to enter the armed services and their replacement by untrained, less skilled and too often older or physically weaker personnel.

1 Taylor's A.A.R. Report May 18, 1945.

'JUN 9 1945

On March 1, 1945 there was need for the recruitment of 76,480 /2 employees by the railroads. Opportunities were available for professional and clerical personnel, train and engine men, skilled tradesmen, laborers and baggage handlers, attendants, and in various other lines, but the most severe shortage was experienced with laborers and baggage handlers. Labor shortage prevailed and recruitment was being actively pushed in all areas, but the most pressing demands were felt in the Great Lakes Area, the Northeast, the Southwest, the Pacific Coast, the Southeast, and the Northwest, in the order named. Prospects of relief in manpower are not promising in the immediate future.

#### Number of Cars in Fleet

The number of freight refrigerator cars, both railroad and privately owned in this country, has declined materially since 1932, as shown in Table 1. From a high of 170,348 cars on January 1, 1933 the number was reduced to 138,410 /3 on April 1, 1945, for a total loss of 31,938 cars, or 18.7 percent.

While the greatest losses, as measured by retirements over orders, occurred in the earlier years for which data are available, particularly 1933, 1934, 1935, and 1938, and hence are not so vital to the current transportation situation, it will be observed in Table 1 that very heavy losses were sustained to the refrigerator freight fleet in both 1942 and 1944, when they reached 4,017 and 2,042 cars, or 4.4 percent of the entire fleet on January 1, 1945.

A more detailed statement of the loss of freight refrigerator cars since January 1, 1943 is presented in Table 2, where the total net loss of cars from that date until April 1, 1945 is shown to be 3,970, for a quarterly average loss of 463 cars. The heaviest loss occurred in the quarter ending October 1, 1944 when the number reached 607, but the loss was consistently heavy from July, 1943 until January, 1945. The first quarter of 1945 showed a gratifying decline which we hope may be continued throughout the year.

#### Aging and Repairs

The aging of the freight refrigerator fleet has been accelerated by the extremely heavy load it has had to carry since the beginning of the war. This fact is reflected not only in the reduced number of cars, but also in the percentage of bad order cars and the material increase in the number of cars held for heavy repairs.

Reference to Table 3 reveals an increase in the total number held for repairs from 4,348 (3.1 percent of ownership) on October 31, 1943 to 6,757 (4.80 percent of ownership) seventeen months later on March 31, 1944, at which time the maximum number held for repairs was reached.

But the full story is not told by these data. On October 31, 1943 there were 2,459 cars, or 1.7 percent of the refrigerator fleet held for light repairs. On March 31, 1945 this number had increased to 2,493 and represented 1.77 percent of the reduced fleet. While the increase in cars held for light repairs is gratifyingly small, the situation is different with heavy repairs which are far more

serious because they frequently mean protracted retirement from the rails. During the period mentioned there was an increase from 1,889 to 4,264 or 2,375, cars held for heavy repairs, and unfortunately the greatest increase was in the last month reported. Percentagewise this means an increase of 125 percent in the number of cars held for heavy repairs in the seventeen months covered by the data at hand. During the same time cars held for heavy repairs increased from 1.4 percent to 3.03 percent of the entire freight refrigerator fleet.

#### Inadequate and Retarded Building Program

Although 3,970 refrigerator cars were retired from the rails between October 1, 1942 and April 1, 1945, only 1,960 cars, or just under 50 percent of the number retired, were scheduled for construction. And if all of those scheduled throughout 1945 be included, we find a total of only 2,224 cars, or 56 percent of the number retired by April 1, 1945. If the rate of retirement experienced in recent months be continued, the scheduled replacements by January 1, 1946 will fall short of 50 percent of those retired.

But one must not conclude that those scheduled will necessarily be delivered. On the contrary, as shown in Table 4, only 9 refrigerator cars were delivered in 1943, while 480 were delivered against a schedule of 656 in 1944. But it was in the first quarter of 1945 that deliveries fell disasterously behind schedule. During January, February and March, 1945 only 74 cars were delivered against a total of 1,304 carried over and scheduled. Five hundred and sixtyfour refrigerator cars were originally scheduled for delivery during the last three quarters of 1945, but subsequently 300 of those were postponed until 1946, leaving 264 scheduled for delivery during those nine months.

By way of summary, it may be noted that while 3,970 refrigerator cars were retired from the rails between October, 1942 and April, 1945, and a total of 2,224 were scheduled for construction during the same period, only 563, or 14 percent of those retired, were actually delivered.

#### Diversion of Traffic from Trucks to Rails

Data are not available to establish conclusively and completely the amount of the shift from trucks to rails in the movement of perishable commodities, but there can be no reasonable doubt that this shift has taken place and that it is of considerable magnitude. The best evidence available in support of this position is found in the data on the movement of a selected group of 14 fresh fruits and vegetables totaling more than 700,000 carloads and truck equivalent carloads annually, or approximately 70 percent of the total rail and truck movement of fresh fruits and vegetables.

In 1940, 77.1 percent of this sample moved by rail and 22.9 percent by truck. During the following years there was a heavy shift from trucks to rails until in 1944 the percentages stood at 84.2 for rails and 15.8 for trucks. Truck equivalent carloads were off 57,057 from a high of 165,257 in 1940 to 108,200 in 1944. This shift was consistent from year to year except for a reversal from 1943 to 1944, as shown in Table 5. However, this irregularity is understandable when it is observed that the truck data for 1943 are incomplete in that Florida truck shipments are not available for that year. If it be assumed that the Florida truck movement of the five missing commodities in 1943 approximates the known 1944 shipments, for which data are available, a decline in the truck shipments appears each year during the period, and shows the 1944 movement to be approximately two-thirds that of 1940.

This decline of 57,057 truck equivalent carloads, or slightly more than one-third of the truck movements of the 14 fresh fruits and vegetables, was equal to 7.1 percent of the total movement of these commodities. This shift from trucks and the burden resulting therefrom had to be absorbed by the already overworked rails.

New Refrigerator Cars Needed

If the turn around time of refrigerator cars is as low as 26 days, no fewer than 4,075 cars are needed to move the 14 fresh fruits and vegetables in the sample which the trucks no longer carry. And if the turn around requires 30 days (a period more probable when the highly congested condition of the transcontinental lines unavoidably slows traffic) the number of cars needed to replace the reduced trucking facilities rises to 4,755.

As noted above, these 14 fresh fruits and vegetables require approximately 70 percent of the refrigerator cars needed to move all such commodities. If it be assumed that the shift from trucks to rails of other fresh fruits and vegetables has been comparable with the 14 in the sample, the demand for refrigerator cars to replace the withdrawn trucks rises to 6,790.

Fresh fruits and vegetables constitute roughly half of the lading which normally moves in refrigerator cars. When this fact is realized and appraised in the light of the above findings, when it is recalled that a net of approximately 3,500 refrigerator cars have been retired from the rails recently; that the number of cars out for heavy repairs has risen more than 2,000 in the past 18 months, and that the entire refrigerator fleet is aging rapidly under unprecedently heavy traffic, it cannot reasonably be expected that the shortage of refrigerator cars is past. In the previous report it was suggested that 10,000 new cars be built. Since that time recurring difficulties and widespread shortages in cars have developed with distressing frequency and in aggravated form. The urgent need for additional refrigerator cars is even more pressing than formerly, and the suggestion that 10,000 cars be built at once should be interpreted as the absolute minimum. Indeed, present indications are that the shortage in refrigerator cars may exceed this number in June of this year, and the months immediately ahead offer but little hope of relief.

TABLE 1

Freight Refrigerator Cars in Service, 1932-1944,  
with Cars Ordered and Retired

<u>Railroad</u> /1	<u>Private</u>	<u>Total</u>	<u>Ordered</u>	<u>Retired</u> /2
1944	20,459	118,142	138,601	850
1943	20,878	119,765	140,643	9
1942	21,221	120,252	141,473	200
1941	21,260	125,059	146,319	3,070
1940	20,973	122,934	143,907	785
1939	21,224	123,808	145,032	675
1938	22,172	123,955	146,127	0
1937	22,485	126,106	148,591	1,770
1936	23,050	125,037	148,087	7,495
1935	23,388	126,787	150,175	600
1934	23,608	136,541	160,149	198
1933	24,648	138,788	163,436	615
1932	28,549	141,799	170,348	

/1 Class I Railroads only.

/2 Determined by adding cars ordered for current year to number of cars on hand at close of preceding year, from which was deducted the total number of cars on hand at close of current year.

Source: Reports of Interstate Commerce Commission  
 Railway Equipment Register

TABLE 2

Railroad and Privately Owned Freight Refrigerator Cars /1

	<u>Railroad owned</u>	<u>Privately owned</u>	<u>Total</u>	<u>Quarterly loss</u>
October	1942	21,201	121,179	142,380
January	1943	21,136	121,166	142,302
April	1943	21,117	120,994	142,111
July	1943	21,098	120,600	141,698
October	1943	21,091	120,129	141,220
January	1944	20,878	119,765	140,643
April	1944	20,828	119,353	140,181
July	1944	20,818	118,934	139,752
October	1944	20,573	118,572	139,145
January	1945	20,459	118,142	138,601
April	1945	20,407	118,003	138,410

Total cars lost 3,970  
 Average number of cars lost per quarter over entire period 397  
 Average number of cars lost per quarter since April, 1943 463

/1 Railway Equipment Register

TABLE 3

Bad Order Situation on Freight Refrigerator Cars  
by Months for Period October 1942 to February 1945

Month ending	Total ownerships reported	Held for light repair		Percent of ownership		Total light and heavy repair	Percent of ownership
		Held for light repair	Percent of ownership	Held for heavy repair	Percent of ownership		
10/31/43	137,409	2,459	1.7	1,889	1.4	4,348	3.1
11/30/43	137,335	2,058	1.5	2,320	1.6	4,378	3.1
12/31/43	137,067	2,258	1.6	2,143	1.6	4,401	3.2
1/31/44	136,951	2,044	1.5	2,293	1.6	4,337	3.1
2/29/44	136,880	2,100	1.5	2,488	1.8	4,588	3.4
3/31/44	136,758	2,201	1.6	2,444	1.8	4,645	3.4
4/30/44	138,181	2,793	2.02	2,443	1.76	5,236	3.78
5/31/44	138,064	2,910	2.10	2,559	1.85	5,469	3.96
1/1							
7/31/44	137,835	2,761	2.00	3,221	2.34	5,982	4.34
8/31/44	137,623	2,741	1.98	3,269	2.38	6,010	4.37
9/30/44	138,335	2,425	1.75	3,650	2.64	6,075	4.39
10/31/44	137,801	2,688	1.95	3,661	2.66	6,349	4.61
11/30/44	137,341	2,464	1.79	3,900	2.84	6,364	4.63
12/31/44	136,058	1,973	1.45	3,638	2.67	5,611	4.12
1/31/45	137,185	1,660	1.22	3,706	2.71	5,366	3.93
2/28/45	137,091	1,749	1.27	3,558	2.60	5,307	3.87
3/31/45	140,608	2,493	1.77	4,264	3.03	6,757	4.80

Information not available prior to October, 1943. This information is taken from reports furnished by the Operations & Maintenance Department, Car Service Division, Association of American Railroads, and represents all refrigerator cars with exception of about 3,000 cars which are unreported.

1/ Data for June not available.

TABLE 4

Refrigerator Cars /1

	<u>1943</u>	<u>1944</u>	<u>Jan.-Mar. 1945</u>	<u>Apr.-Dec. 1945</u>	<u>Total</u>
Scheduled	-	656	1,304	264 <u>/2</u>	2,224
Delivered	9	480	74	-	563
Carried over	-	176	1,230	-	1,406

/1 W.P.B./2 This figure was formerly 564, but 300 have been deferred until 1946.

TABLE 5

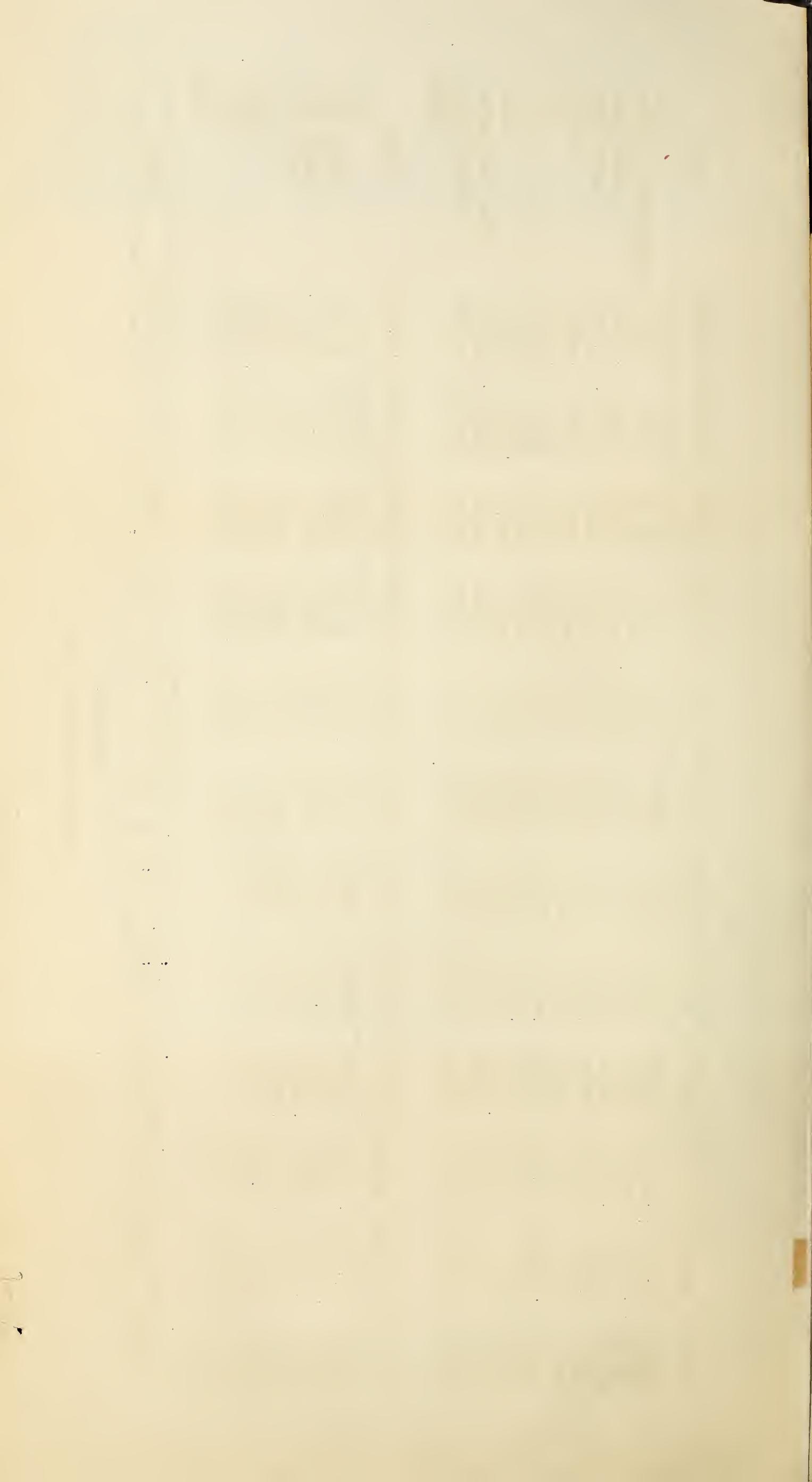
Diversion of Shipments of Fruits and Vegetables from Trucks to Rails  
Years 1940 to 1944, Inclusive

Commodity	1940 Rail Truck	1941 Rail Truck	1941 Rail Truck	1942 Rail Truck	1942 Rail Truck	1943 Rail Truck	1943 Rail Truck	1944 Rail Truck
Beans, snap & lima	4,598	8,090	3,265	8,127	4,784	5,427	7,482	2,2,756
Cabbage	7,484	7,841	6,399	5,781	8,564	6,601	11,779	2,3,862
Carrots	10,495	3,752	11,796	3,959	12,945	3,767	16,265	17,199
Corn, green	236	1,903	288	1,808	390	1,475	550	1,469
Escarole	844	340	573	228	918	132	998	2,1,174
Grapefruit	24,823	13,445	29,744	14,390	32,179	9,180	31,700	6,493
Lettuce & Romaine	46,256	8,402	52,468	7,373	53,301	7,228	54,142	2,7,236
Mixed Vegetables	2,741	741	2,851	486	3,787	521	6,463	2,1,46
Onions	14,380	3,112	13,353	3,318	18,778	2,310	15,043	1,473
Oranges	102,738	25,200	111,256	27,889	117,360	21,342	104,870	17,116
Pears	14,841	1,194	13,974	1,033	14,113	1,056	14,910	995
Peppers	1,227	1,686	1,280	2,175	1,645	1,432	1,634	790
Potatoes	131,714	21,993	130,060	19,557	139,386	17,244	175,911	12,510
Strawberries	4,795	6,893	4,911	6,001	5,978	3,928	2,198	1,443
Total U. S. A.	556,306	165,257	580,649	163,645	599,011	135,298	613,300	104,410
								574,645
								108,200
Percent division of shipments between truck and rail								
Rail	1940 77.1	1941 78.1	1942 81.6	1943 85.5	1944 84.2			
Truck	22.9	21.9	18.4	14.5	15.8			

1/ Does not include rail movements of commodities that were not also moved by truck from major producing areas.  
2/ Truck shipments 1942-43 season not available for Florida.

1945 Cold storage holdings  
( Assumption I )

Commodity	January	February	March	April	May	June	July	August	September	October	November	December
- Thousand Pounds -												
<u>Cooler</u>												
Apples	1,491,792	1,169,322	802,296	455,857	224,123	85,325	--	--	--	371,210	1,549,734	1,278,524
Pears	114,825	75,525	44,850	1,3,975	6,750	525	--	--	--	313,209	107,932	41,710
Cheese	125,843	110,027	90,259	76,399	78,923	94,075	136,173	175,231	198,657	212,275	218,207	196,767
Eggs, shell	12,613	9,887	39,953	131,339	250,045	328,352	352,287	340,746	292,575	228,432	148,308	64,559
Beef (cured)	1,832	3,001	9,919	11,327	12,359	12,567	8,590	9,412	10,360	13,196	13,833	13,689
Pork (cured)	354,913	397,693	360,420	316,815	270,242	262,383	255,227	316,104	303,414	263,905	222,966	255,917
Lard	94,475	114,443	108,381	103,516	111,889	118,968	155,631	186,244	206,886	168,109	214,203	110,178
Total	2,196,293	1,885,398	1,456,078	1,114,228	954,331	902,195	907,908	1,027,737	1,011,892	1,570,336	2,475,183	1,961,344
<u>Freezer</u>												
Fruits, frozen	250,094	223,897	193,212	160,466	127,667	124,504	138,208	209,024	238,344	284,107	314,176	307,415
Vegetables, frozen	108,500	96,961	78,562	74,019	63,939	58,390	76,105	103,068	138,033	165,439	195,952	201,375
Cream	10,168	9,430	9,102	9,102	13,366	23,616	24,436	48,626	61,166	34,777	39,163	35,555
Butter	25,889	15,692	12,300	16,768	31,290	158,823	160,842	226,359	250,725	269,669	246,699	210,148
Eggs	82,948	59,781	56,508	101,164	172,279	254,578	323,134	351,169	343,601	306,168	242,264	172,387
Poultry	195,461	124,971	75,288	57,498	29,587	23,479	25,379	39,240	49,230	68,801	119,196	176,113
Beef, frozen	144,179	111,691	105,281	96,934	103,526	102,371	88,399	88,910	94,633	107,333	120,465	175,805
Pork, frozen	255,232	326,250	289,997	257,380	202,572	185,279	180,233	189,860	172,332	116,276	99,088	131,643
Lamb and Mutton, frozen	32,136	22,710	18,636	10,691	12,080	8,105	5,425	6,211	8,715	11,002	13,714	19,131
Trimmings	91,344	86,172	84,003	78,150	82,369	86,687	91,535	108,272	103,109	101,996	89,726	102,340
Total	1,195,951	1,082,555	922,889	862,172	838,675	1,025,832	1,113,696	1,370,739	1,459,883	1,465,563	1,430,443	1,531,912



1945 Cold storage holdings

( Assumption II )

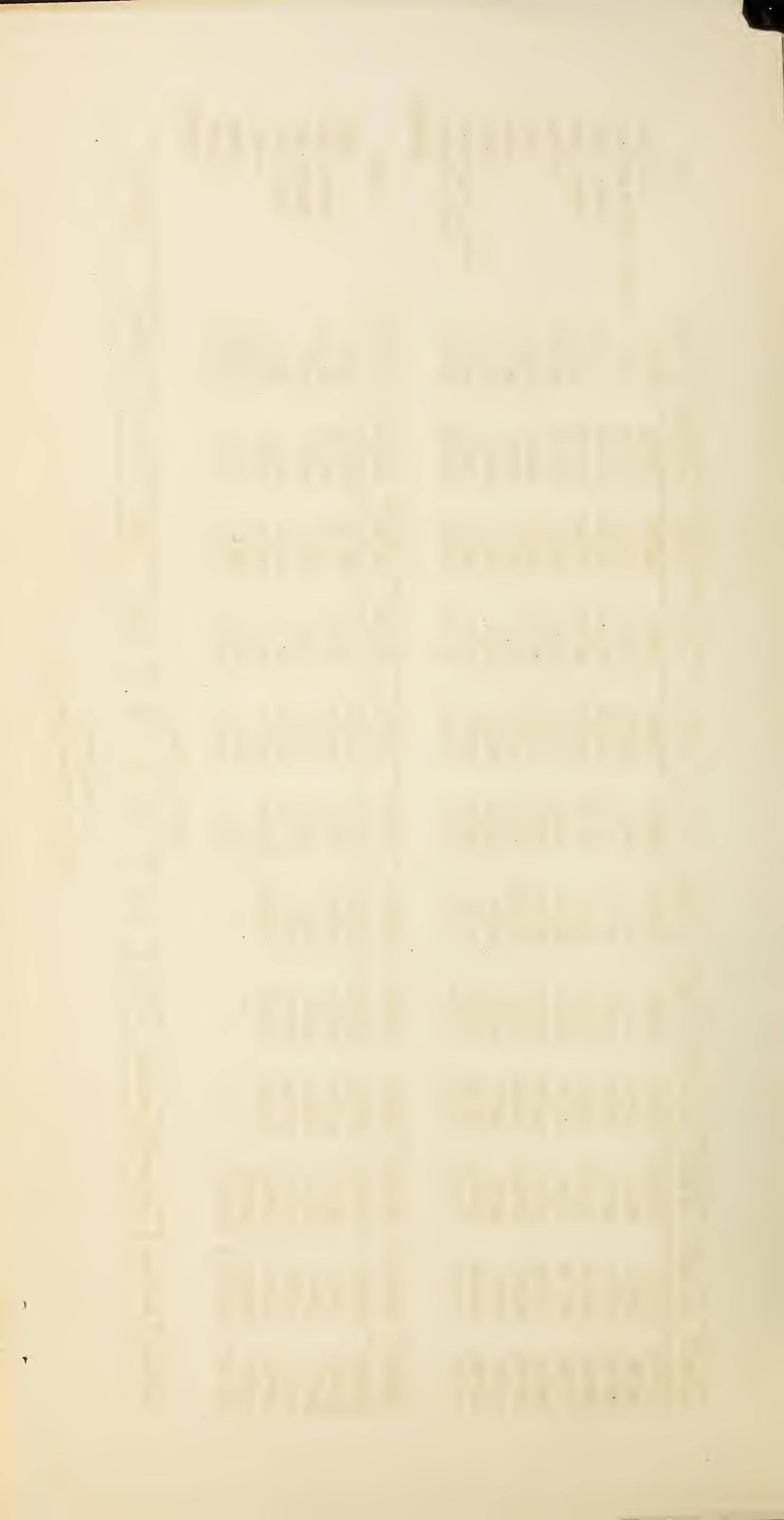
Commodity	January	February	March	April	May	June	July	August	September	October	November	December
- Thousand Pounds -												

Cooler

Apples	1,491,792	1,169,822	802,296	455,857	224,123	85,325	--	--	--	371,210	1,549,734	1,278,524
Pears	114,825	75,525	44,850	18,975	6,750	525	--	--	--	313,209	107,932	41,710
Cheese	141,910	124,075	101,783	86,153	89,000	106,086	153,559	197,604	224,021	239,377	246,067	221,889
Eggs, shell	9,774	7,743	35,018	115,767	222,826	293,727	321,179	308,245	271,444	216,346	143,673	63,997
Beef (cured)	1,909	8,339	10,338	11,805	12,880	13,098	8,952	9,810	10,798	13,753	14,417	14,267
Pork (cured)	287,171	321,787	291,628	256,345	218,662	212,303	206,512	255,770	245,502	213,534	180,409	207,071
Lard	91,931	111,362	105,463	100,729	108,877	115,766	151,442	181,230	201,317	163,583	208,437	107,212
Total	2,139,312	1,318,653	1,391,376	1,045,631	883,118	831,830	841,644	952,659	953,082	1,531,012	2,450,669	1,934,670

Freezer

Fruits, frozen	250,094	228,897	193,212	160,466	127,667	124,504	138,208	209,024	238,344	284,107	314,176	307,415
Vegetables, frozen	108,500	96,961	78,562	74,019	63,939	58,390	76,105	103,068	138,033	165,439	195,952	201,375
Cream	10,168	9,430	9,102	9,102	13,366	23,616	24,436	48,626	61,166	34,777	39,163	35,555
Butter	28,939	17,541	13,749	18,743	34,977	177,535	179,792	253,027	280,262	301,439	275,763	234,906
Eggs	82,948	59,781	56,508	101,164	172,279	254,578	323,134	351,169	343,601	306,168	242,264	172,387
Poultry	165,057	105,567	63,509	43,475	24,921	19,747	21,335	32,981	41,419	58,375	105,348	156,152
Beef, frozen	150,267	116,407	109,726	101,027	107,897	106,694	92,132	92,664	98,629	111,865	125,551	183,228
Pork, frozen	206,517	263,980	234,646	208,254	163,907	149,915	145,833	153,622	139,439	94,083	80,176	106,516
Lamb and Mutton, frozen	38,953	27,527	22,590	12,958	14,643	9,825	6,575	7,528	10,564	13,336	16,623	23,189
Trimmings	92,314	87,087	84,896	78,930	83,243	87,608	92,507	109,422	104,204	103,079	90,679	103,427
Total	1,133,757	1,013,178	866,500	813,183	806,839	1,012,412	1,100,057	1,361,131	1,455,661	1,472,668	1,485,695	1,524,150



1945 Cold storage holdings  
( Probable )

Commodity	January	February	March	April	May	June	July	August	September	October	November	December
- Thousand Pounds -												
<u>Cooler</u>												
Apples	1,491,792	1,169,822	802,296	455,857	224,123	85,325	--	--	371,210	1,549,734	1,273,524	
Pears	114,825	75,525	44,850	18,975	6,750	525	--	--	313,209	107,932	41,710	
Cheese	133,737	116,930	95,921	31,191	83,874	99,977	144,716	186,224	211,120	225,591	231,896	209,110
Eggs, shell	13,145	10,304	41,639	136,883	260,600	342,212	367,158	355,129	304,925	238,075	154,568	67,284
Beef (cured)	1,837	8,025	9,948	11,360	12,395	12,604	8,615	9,440	10,391	13,235	13,874	13,729
Pork (cured)	259,625	290,920	263,654	231,756	197,687	191,938	186,703	231,236	221,953	193,051	163,104	187,208
Lard	83,113	100,680	95,347	91,067	98,433	104,661	136,915	163,846	182,006	147,892	188,443	96,928
Total	2,098,074	1,772,206	1,353,655	1,027,089	883,862	837,242	844,107	945,875	930,395	1,502,263	2,409,551	1,894,493
<u>Freezer</u>												
Fruits, frozen	250,094	228,897	193,212	160,466	127,667	124,504	133,208	209,024	238,344	284,107	314,176	307,415
Vegetables, frozen	108,500	96,961	78,562	74,019	63,939	58,390	76,105	103,068	138,033	165,439	195,952	201,375
Cream	10,168	9,430	9,102	9,102	13,366	23,616	24,436	48,626	61,166	34,777	39,163	35,555
Butter	22,225	13,472	10,559	14,395	26,862	136,345	138,079	194,323	215,239	231,502	211,784	180,406
Eggs	82,948	59,781	56,508	101,164	172,279	254,578	323,134	351,169	343,601	306,168	242,264	172,387
Poultry	318,293	207,024	119,041	57,498	29,587	23,479	22,000	34,015	42,686	60,220	109,580	162,604
Beef, frozen	144,604	112,020	105,591	97,220	103,831	102,673	83,660	89,172	94,912	107,649	120,820	176,323
Pork, frozen	186,707	238,653	212,138	188,278	148,185	135,535	131,844	138,886	126,064	85,058	72,485	96,299
Lamb and Mutton, frozen	30,989	21,899	17,971	10,309	11,649	7,316	5,231	5,989	8,404	10,609	13,224	18,448
Trimmings	85,767	80,911	78,875	73,379	77,340	81,395	85,947	101,662	96,314	95,769	84,248	96,092
Total	1,240,295	1,069,053	851,559	785,830	774,705	948,331	1,033,644	1,275,934	1,365,263	1,381,298	1,403,696	1,446,904



Estimated carloads of principal commodities to move by refrigerator cars and probable available facilities by months, 1945 1/

( Assumption I )

Month	Meats 2/	Butter 3/	Cheese 4/	Eggs 5/	Total						Carloads 6/	Car Deficit 7/	
					Poultry	Canned	Canned	Canned	Fruits	Carloads	Carloads	more	Percent of
January	33,934	1,742	1,227	2,096	1,796	44	4,717	19,553	17,254	415	79,782	102,565	150,000 - 160,000
February	31,170	1,602	1,336	1,836	928	44	4,764	23,561	16,720	549	77,011	159,521	150,000 - 160,000
March	32,434	2,042	1,672	2,537	604	44	5,701	23,366	13,909	530	83,667	177,046	155,000 - 165,000
April	30,001	2,152	1,486	3,103	346	92	6,420	16,847	17,064	462	74,343	152,816	160,000 - 170,000
May	28,934	2,589	1,647	2,317	222	165	8,054	15,172	15,184	326	80,825	158,935	160,000 - 170,000
June	29,926	3,003	2,219	2,287	427	165	9,052	17,548	19,948	334	79,313	163,727	160,000 - 170,000
July	30,811	2,849	2,185	2,160	861	165	7,158	18,240	19,993	231	67,183	151,886	160,000 - 170,000
August	33,651	2,592	2,271	2,524	1,221	165	6,448	22,006	20,341	422	70,113	161,754	160,000 - 170,000
September	31,671	2,220	1,985	2,727	1,734	165	5,517	23,065	20,155	420	83,865	178,524	160,000 - 170,000
October	33,653	2,322	1,784	2,677	2,342	94	4,399	30,143	20,228	470	87,626	186,233	160,000 - 170,000
November	33,493	2,115	1,654	2,259	3,830	92	4,181	31,222	19,913	537	83,865	183,161	155,000 - 165,000
December	36,695	2,134	1,673	2,283	3,391	92	4,535	30,693	19,775	554	85,585	187,465	150,000 - 160,000
											27,500	23,000	16.5

1/ For certain commodities, particularly bottled and canned beer and canned foodstuffs, there is some diversion to box cars during those months when protection from freezing is not required. This explains the monthly variation in "Carloads available cars can move".

2/ Includes canned meat.

3/ Omits canned milk, canned cheese and canned meat.

4/ Account has not been taken of a further diversion of perishable traffic from truck to rail, which by the end of 1945 may approximate 2,500 more carloads per month than for the corresponding month of 1944.

5/ Based on a car "turn around" of 25 days.



Estimated carloads of principal commodities to move by refrigerator cars and probable available facilities by months, 1945

( Assumption II )

Month	Meats	Butter	Cheese	Eggs	Dressed	Canned	Canned	Bever-	Marga-	Fruits	carloads	Carloads:		Car Deficit		
												Canned	Canned	Percent of		
January	34,299	1,947	1,227	1,624	1,533	44	4,643	19,558	17,254	415	75,356	157,905	150,000 - 160,000	00	00	0
February	31,502	1,790	1,336	1,438	794	44	4,690	23,561	16,720	549	72,627	155,051	150,000 - 160,000	00	00	0
March	32,776	1,803	1,672	2,224	517	44	5,613	23,866	18,909	530	83,527	171,481	155,000 - 165,000	6,500	5,500	4.0
April	30,322	2,406	1,486	2,735	296	92	6,320	16,347	17,064	462	70,418	148,448	160,000 - 170,000	00	00	0
May	29,248	2,894	1,647	2,510	190	165	7,928	15,172	13,184	326	76,214	154,473	160,000 - 170,000	00	00	0
June	30,237	3,357	2,219	2,030	366	165	7,926	17,548	19,948	334	75,304	159,934	160,000 - 170,000	00	00	0
July	31,126	3,185	2,185	1,969	737	165	7,051	13,240	19,993	281	64,658	149,590	160,000 - 170,000	00	00	0
August <sup>1</sup>	34,023	2,898	2,271	2,284	1,045	165	6,353	22,006	20,341	422	67,229	159,037	160,000 - 170,000	00	00	0
September	32,001	2,482	1,985	2,530	1,435	165	5,436	28,065	20,155	420	79,827	174,551	160,000 - 170,000	4,500	3,500	2.5
October	34,023	2,596	1,784	2,535	2,005	94	4,825	30,143	20,223	470	83,458	182,161	160,000 - 170,000	12,000	10,000	7.2
November	33,842	2,364	1,654	2,188	3,230	92	4,118	31,222	19,913	537	79,970	179,180	155,000 - 165,000	14,000	11,500	8.3
December	37,088	2,386	1,673	2,263	2,903	92	4,516	30,693	19,775	554	80,975	182,923	150,000 - 160,000	23,000	19,000	13.7

For certain commodities, particularly bottled and canned foodstuffs, there is some diversion to box cars during those months when protection from freezing is not required. This explains the monthly variation in "Carloads available cars can move."

3/ Omits canned milk, canned cheese and canned meat.

For certain commodities, particularly bottled and canned fruits, there is some diversion to box protection from freezing is not required. This explains the monthly variation in "Carloads available cars can move."

3/ Omits canned milk, canned cheese and canned meat.  
4/ Account has not been taken of a further diversion of perishable traffic from truck to rail, which by the end of 1945 may approximate 2,500 more.

5/ Based on a car "turn around" of 25 days.



Estimated carloads of principal commodities to move by refrigerator cars and probable available facilities by months, 1945

( Probable )

Month	Total											Carloads more available cars than can be moved	Car Deficit	Percent of cars in service
	Meats 2/	Butter 3/	Cheese 4/	Eggs dressed canned 5/	Poultry Canned Milk Foods 2/	Canned Bever- ages 2/	Fruits carloads and to be moved 4/	Total carloads available cars than can be moved						
January	31,769	1,495	1,303	2,184	2,925	44	4,591	10,558	17,254	415	78,217	159,755	150,000 - 160,000	00
February	29,284	1,375	1,420	1,914	1,537	44	4,635	23,561	16,720	549	75,471	156,510	150,000 - 160,000	00
March	30,618	1,738	1,776	2,644	955	44	5,552	23,866	18,909	530	86,977	173,659	155,000 - 165,000	\$,500 7,000 5.0
April	30,305	1,848	1,580	3,234	346	92	6,249	16,347	17,064	462	73,583	151,610	160,000 - 170,000	00
May	27,369	2,222	1,750	2,936	222	165	7,839	15,172	18,184	326	79,475	155,660	160,000 - 170,000	00
June	28,236	2,578	2,357	2,383	427	165	7,337	17,548	19,948	334	78,111	159,924	160,000 - 170,000	00
July	29,186	2,446	2,321	2,251	746	165	6,976	18,240	19,993	281	66,218	143,823	160,000 - 170,000	00
August	31,978	2,225	2,415	2,631	1,053	165	6,237	22,006	20,341	422	68,923	158,451	160,000 - 170,000	00
September	30,155	1,906	2,110	2,843	1,503	165	5,377	23,065	20,155	420	32,375	175,074	160,000 - 170,000	5,000 4,000 2.9
October	31,957	1,994	1,897	2,790	2,050	94	4,773	30,143	20,223	470	85,931	182,327	160,000 - 170,000	12,000 10,000 7.2
November	31,496	1,815	1,759	2,355	3,521	92	4,073	31,222	19,913	537	82,465	179,248	155,000 - 165,000	14,000 11,500 8.3
December	34,313	1,832	1,780	2,384	3,131	92	4,467	30,693	19,775	554	83,565	182,586	150,000 - 160,000	22,500 18,500 13.3

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2/ Includes canned meat.

3/ Omits canned milk, canned cheese and canned meat.

4/ Account has not been taken of a further diversion of perishable traffic from truck to rail, which by the end of 1945 may approximate 2,500 more carloads per month than for the corresponding month of 1944.

5/ Based on a car "turn-around" of 25 days.

